

Annual Meeting
OF THE
Ontario Historical Society
Collingwood, Ontario
JULY 19-20 & 1906

Compliments of the

HURON INSTITUTE

Collingwood, Ont.

Collingwood, the Gem of the Georgian Bay



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FROM A LITTLE FISHING VILLAGE IN 1854, COLLING-
WOOD HAS GROWN TO BE AN INDUSTRIAL
CENTER SECOND ONLY *to the* LARGER
CITIES IN THE PROVINCE.

THE MANY FINE DRIVES . BEAUTIFUL SCENERY . EXCELLENT
BASS FISHING AND COOL AND HEALTHY ATMOSPHERE
MAKES IT AN IDEAL SPOT FOR TOURISTS

Collingwood

The Gem of the Georgian Bay

1853 - - 1904



FIFTY-FOUR years ago, the site on which Collingwood stands was a virgin forest, covered with stately pines, elms, maples and cedars.

The first tree was felled to make room for a dwelling in the spring of 1852. Since then the place has grown and prospered, until now it is a town, vigorous in health, prosperous in pocket, and with a future before it of immense possibilities. Its position as the eastern terminus of Lake Huron navigation, and its proximity to the Queen City of Canada, insure its permanent growth and its continued prosperity. To-day its inhabitants number about 8,000, and is being added to from month to month. From a little fishing village in 1854, Collingwood has grown to be an industrial center, until it is now second only to the larger cities in the province.

Established in our midst is a large meat curing factory, the biggest ship-building yard in Ontario, the largest and best dry-dock on the Canadian lakes, several large saw mills, three first-class planing mills, a wire and nail factory, an extensive furniture manufactory, besides a large number of smaller industries, all of which employ in the aggregate about 1,500 people. The town now has its own electric light and water supply plant. There are about thirty miles of cement sidewalk and many blocks of macademized streets. There are ten churches and places of worship, five schools, a Collegiate Institute and a fine Public Library. We are well supplied with wharves, docks and water frontage. Two leading railroads center here, and it is the headquarters of the Great Northern Navigation Company, whose steamers ply regularly between this port and all the lake ports to the north and west of the town. As a resort for summer tourists, Collingwood has no equal on the lakes, and those who once come here to spend a few weeks during the tourist season always make it a point to come again. The inducements offered to tourists are excellent bass fishing, good bathing, cool and healthy atmosphere, freedom from flies and other similar annoyances, fine drives, beautiful scenery, congenial companionship, pleasant parks, good hotel accommodation and nearness to the centers of civilization. There are two clubs in town, the Collingwood Club, which is made up of the prominent business men of the town; the Crescent Club, whose members are drawn from the young, progressive and intellectual residents. Both clubs are non-political and non-religious. There are a number of other associations and societies, so that strangers coming among us can always find someone to take them by the hand and give them a hearty welcome. Such is Collingwood in the year 1904. F. T. H.



A Passenger Whaleback Steamer, arriving at Collingwood.

Main Building in Exhibition Park.



The Grand Trunk Railroad Depot.

On arrival at Collingwood, via the Grand Trunk Railroad, a very favorable impression is made on the passenger by the fine appearance of this elegant well kept depot and its surroundings.



Hurontario Street, Looking North, Decorated for Old Boys' Reunion, August, 1903.

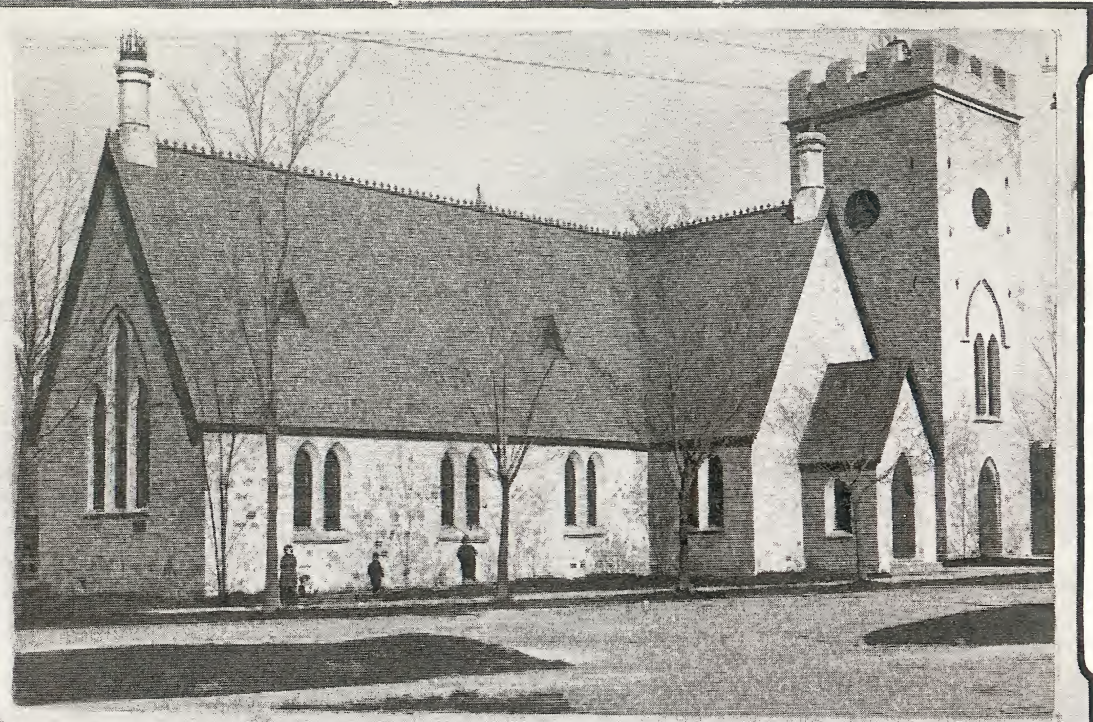


Huron Street Looking West at Time of Old Boy's Reunion.



East Side of Hurontario Street Looking South.

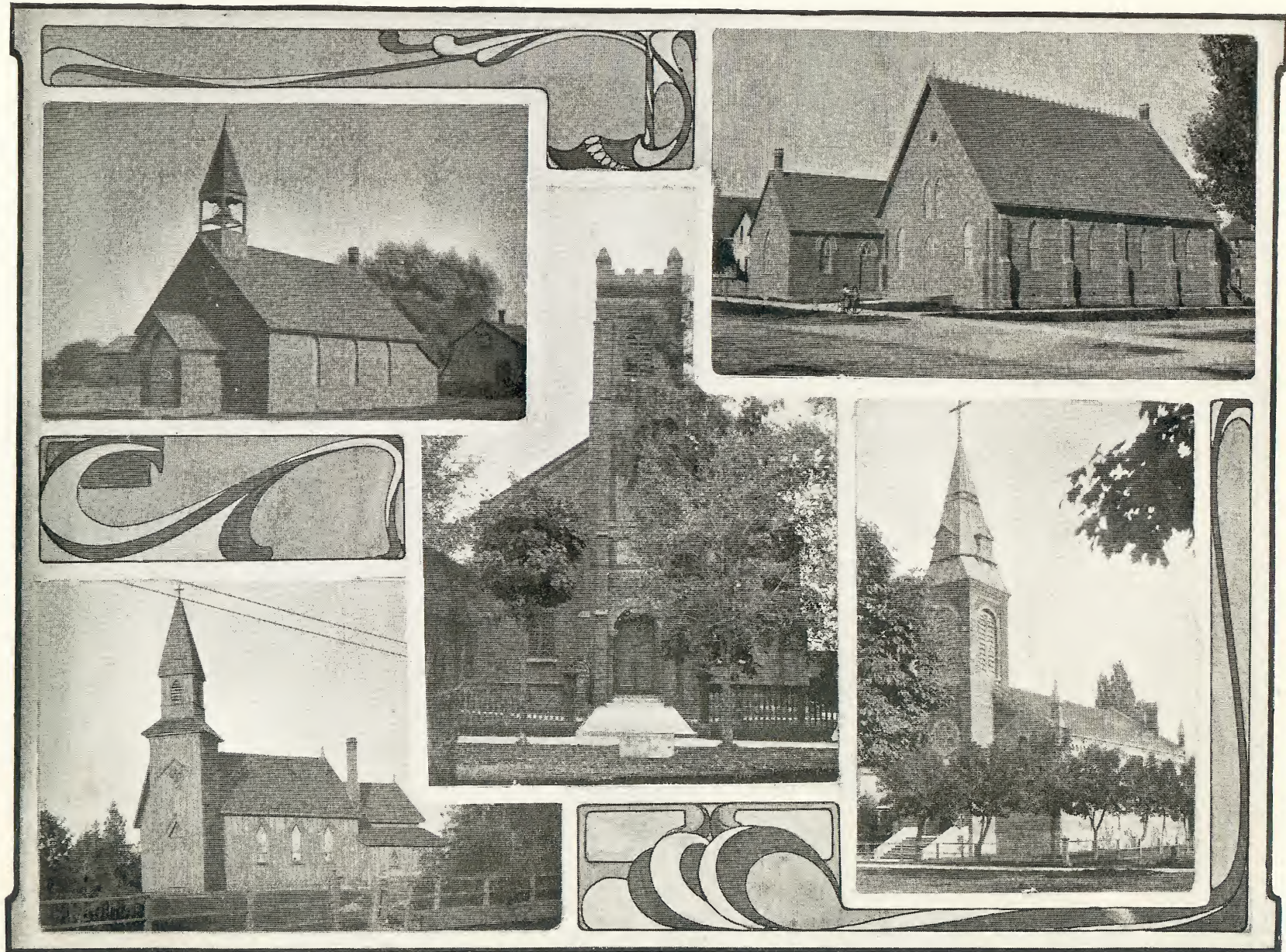
All Saints' Episcopal Church.



Presbyterian Church.

George Street Methodist Church.

Baptist Church.

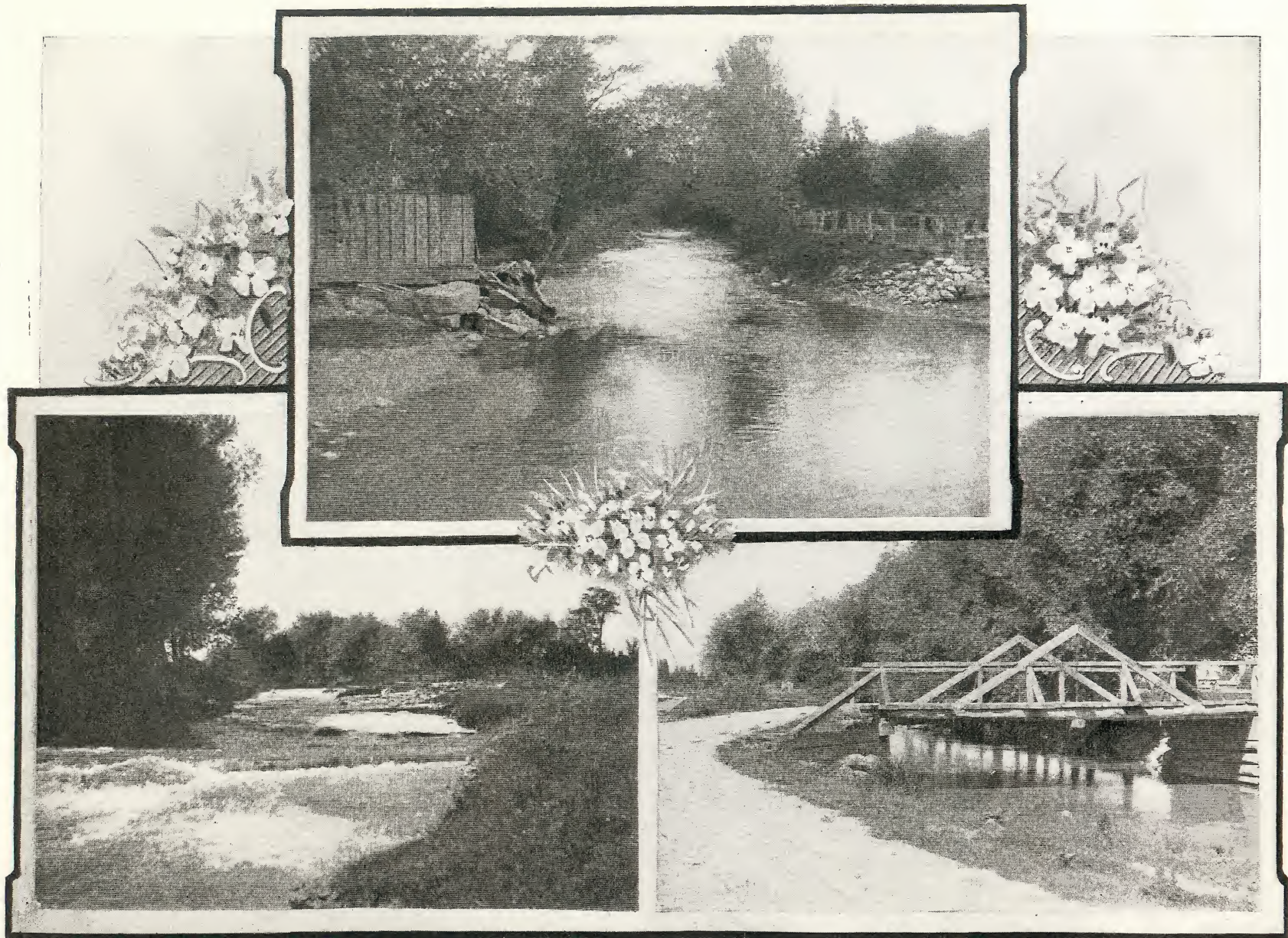


St. Timothy Episcopal Church.

Maple Street Methodist Church.

St. Mary's Roman Catholic Church.

Pretty River, a Beautiful Stream Flowing Through the City Limits.



The Rapids on Pretty River.

Shannon's Bridge over Pretty River.



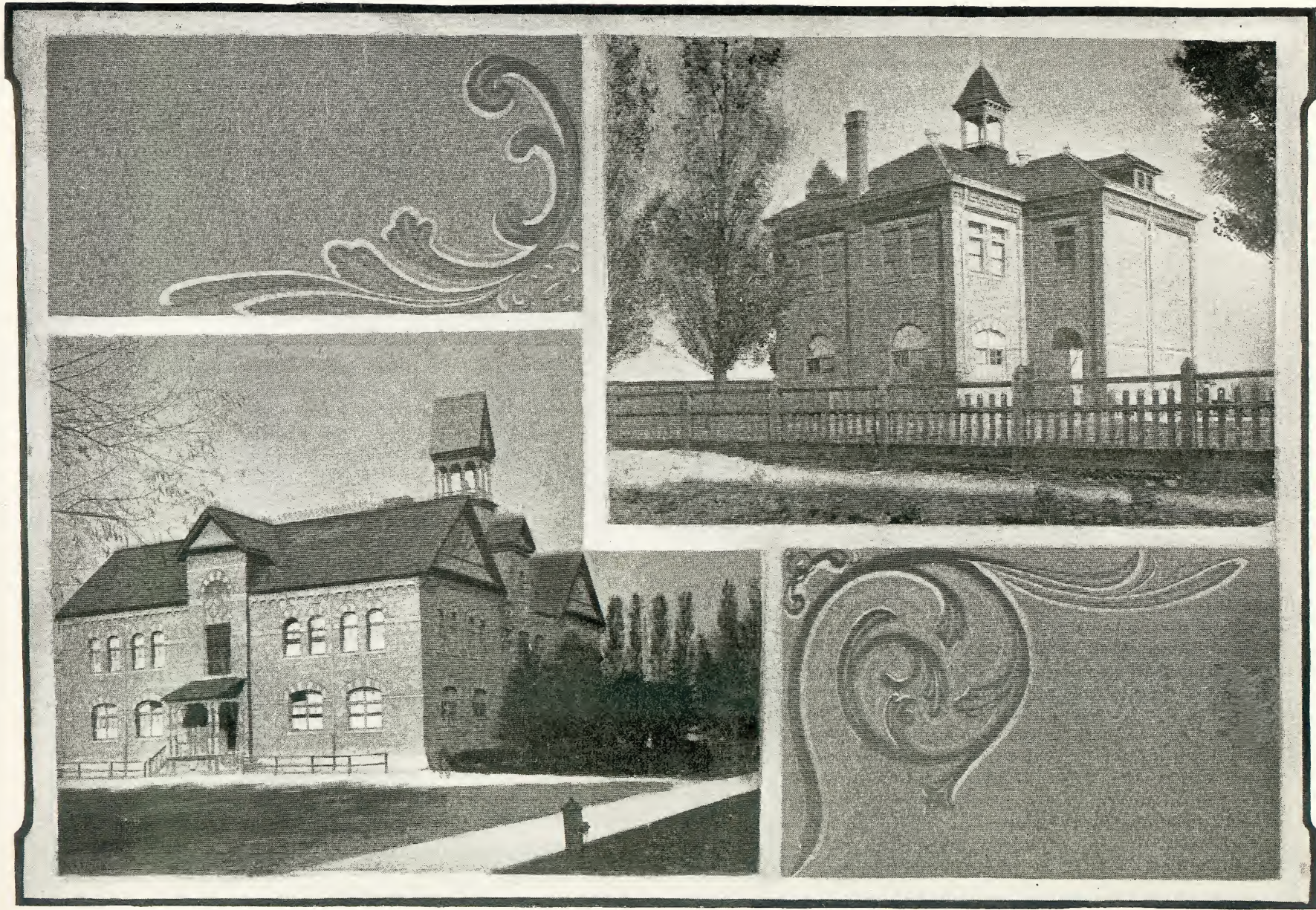
The General and Marine Hospital.

City Hall and Grand Opera House.



New Public Library About Completed.

East Ward Public School.



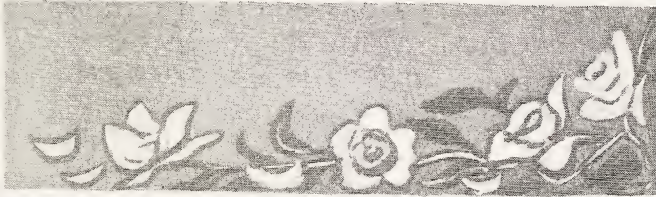
Central Ward Public School.

Section of Maple Street.



Section of Elgin Street.

The Old Garrison Battery, Magazine and Stockade.



The Famous Blue Mountain Caves.
900 feet above the level, where snow can be found at any season.
A popular six mile drive for tourists from Collingwood.



An Ideal Spot for Summer Cottages.
Twenty minutes walk from the heart of the city.

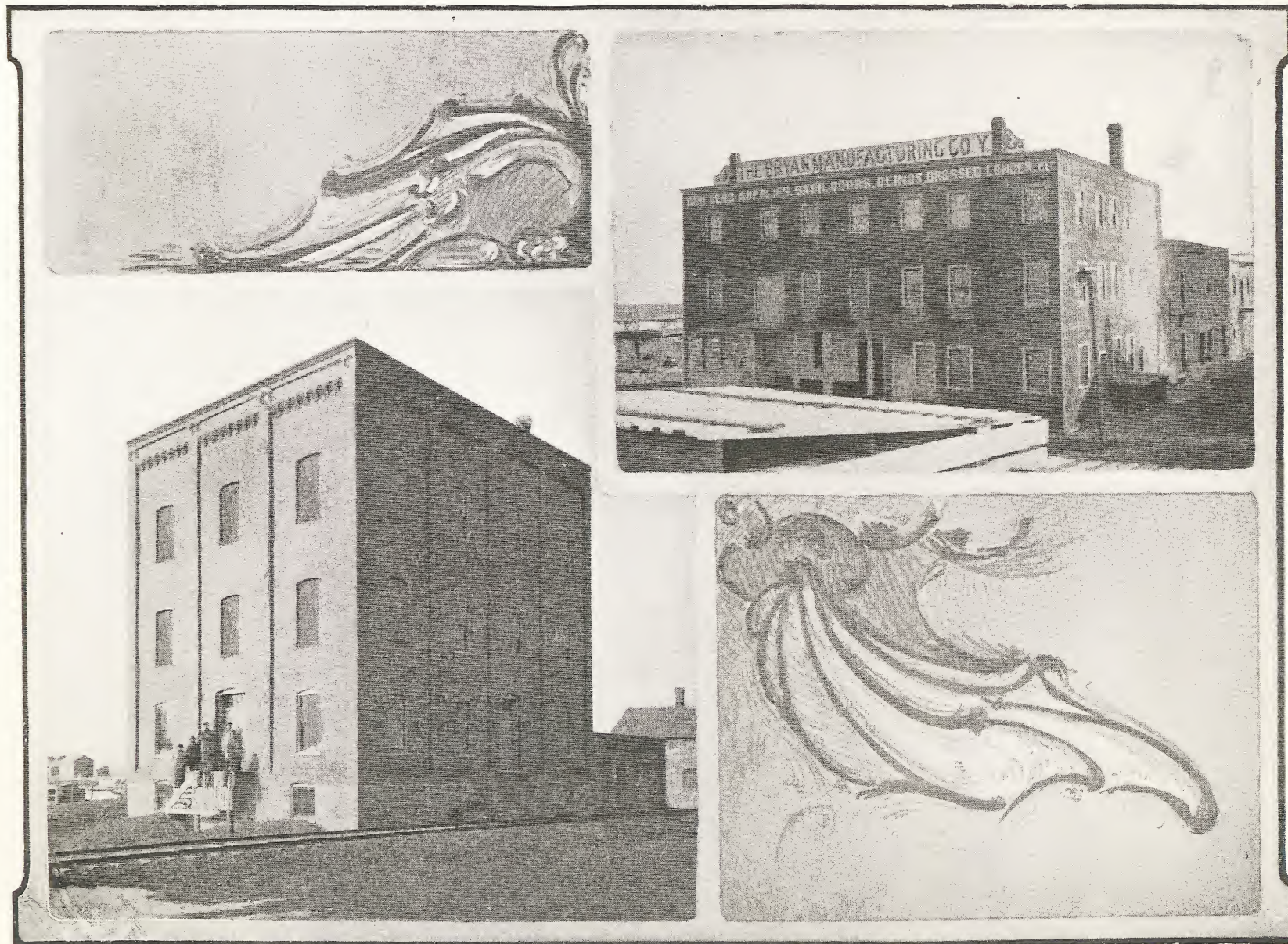


Masonic and Independent Order of Odd Fellow's Temple.

Canadian Bank of Commerce.

Bank of Toronto.

The Bryan Manufacturing Company.



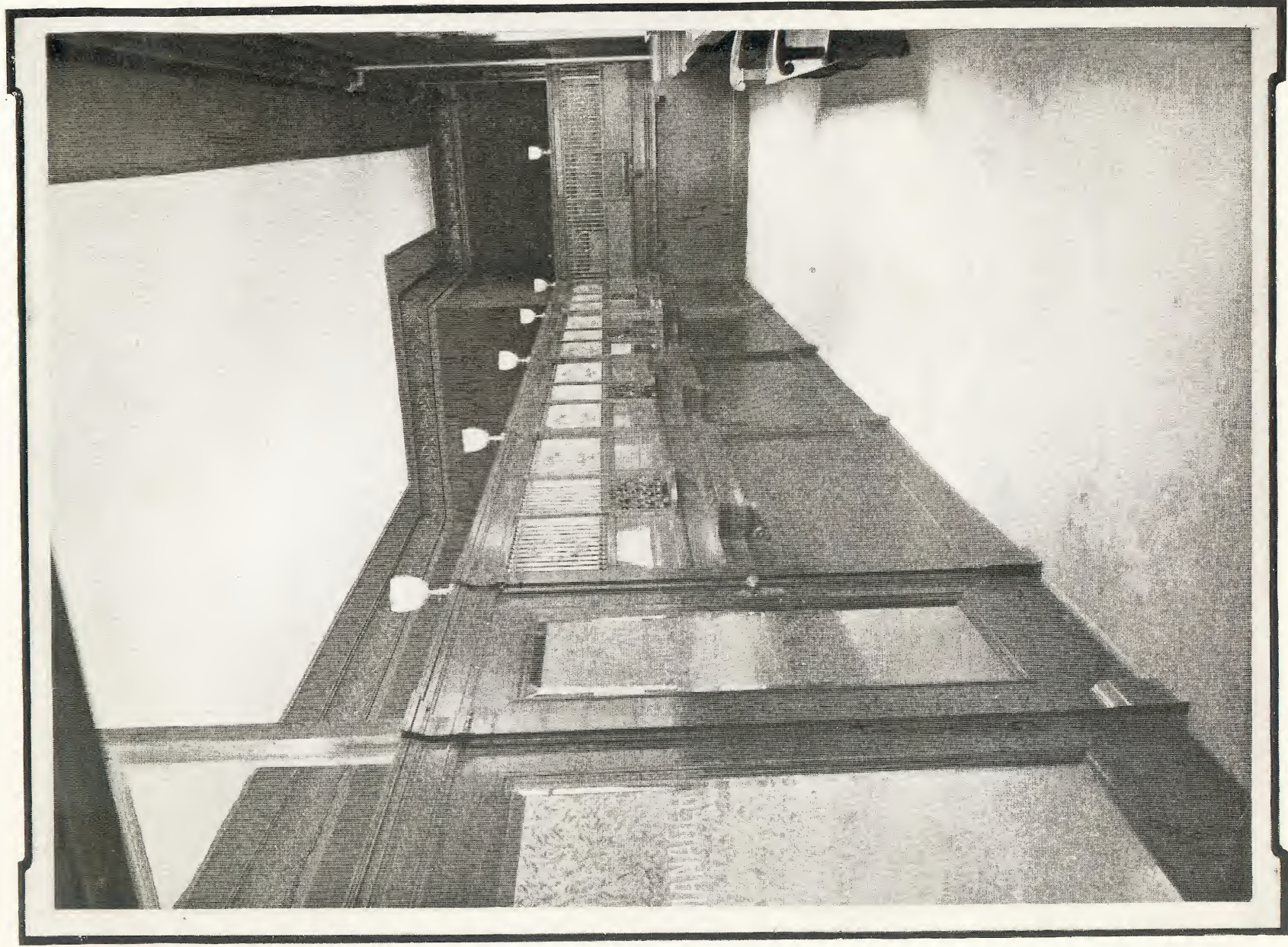
Stewart's Grist Mill.



The Shore Drive.

View from Lookout in Victoria Park.

A well known fishing and summer resort, twelve miles from Collingwood, a popular drive for tourists, six miles of the distance being on a hard sand beach over 300 feet wide. The largest and safest beach for bathing in Canada.



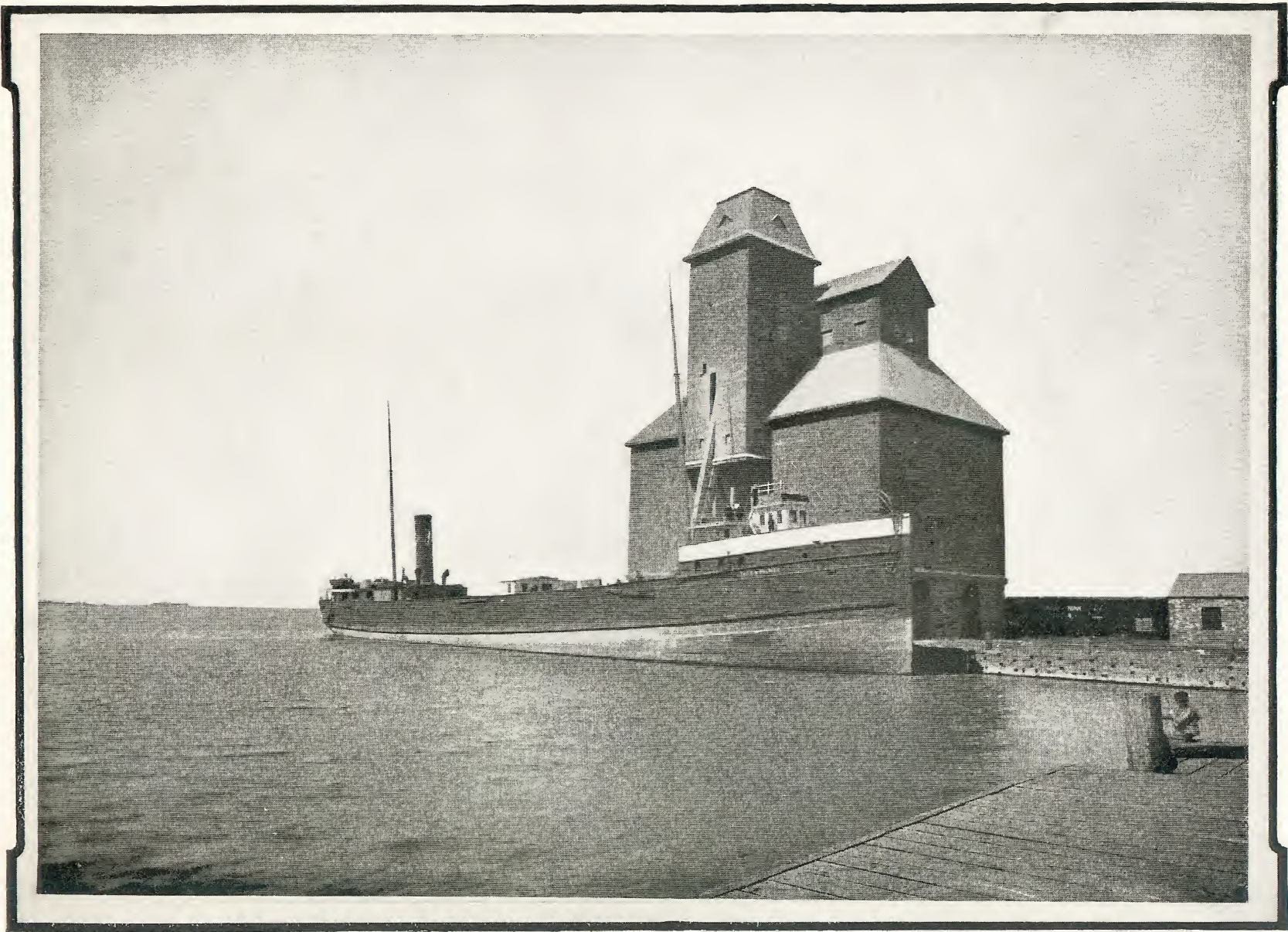
Interior of the Bank of Ontario.



The Docks, showing fleet of Nor



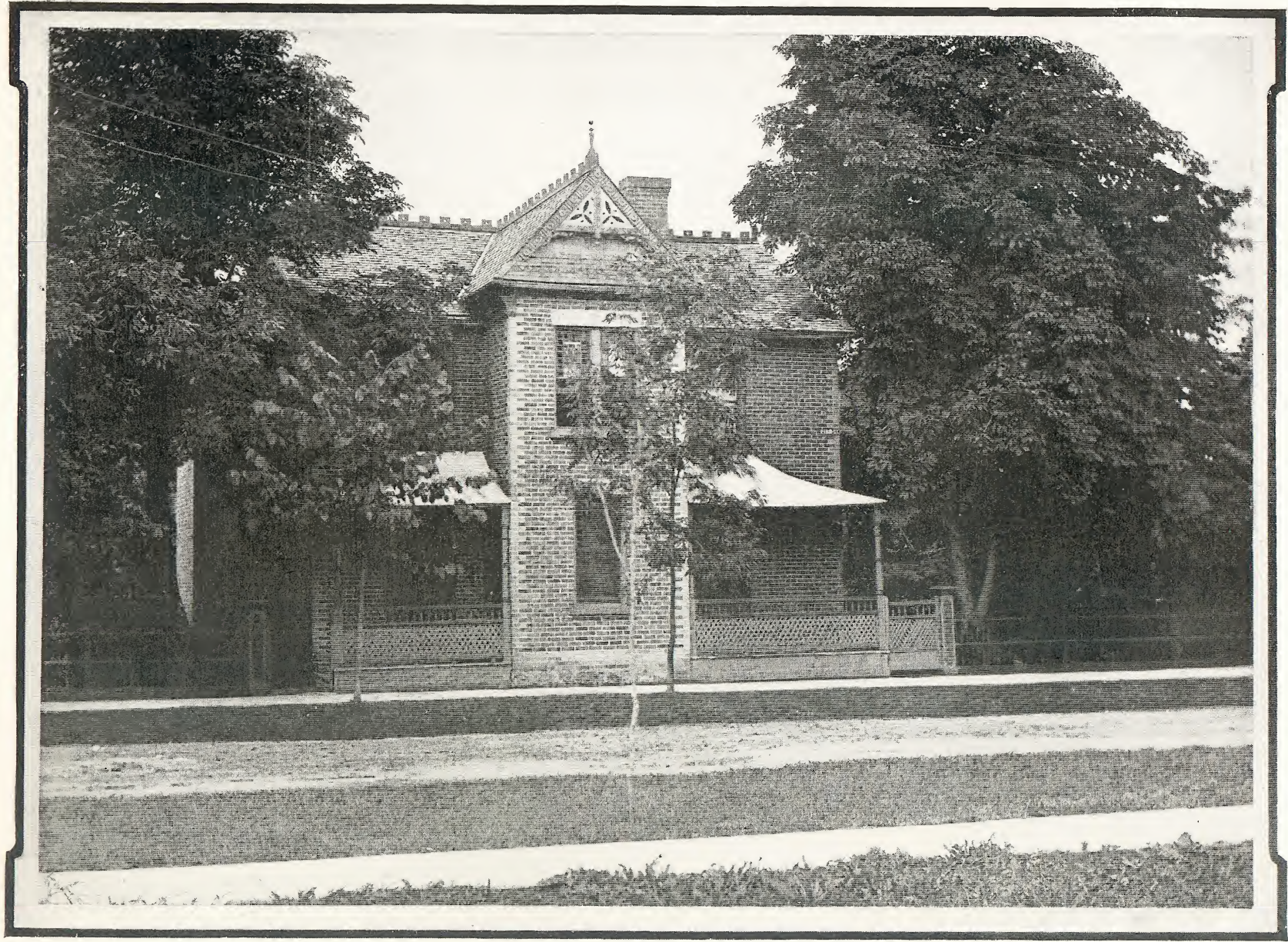
Northern Navigation Company, Ltd.



Steamer Unloading Grain at one of the Grand Trunk Railway Company's big elevators.



Section of Third Street.

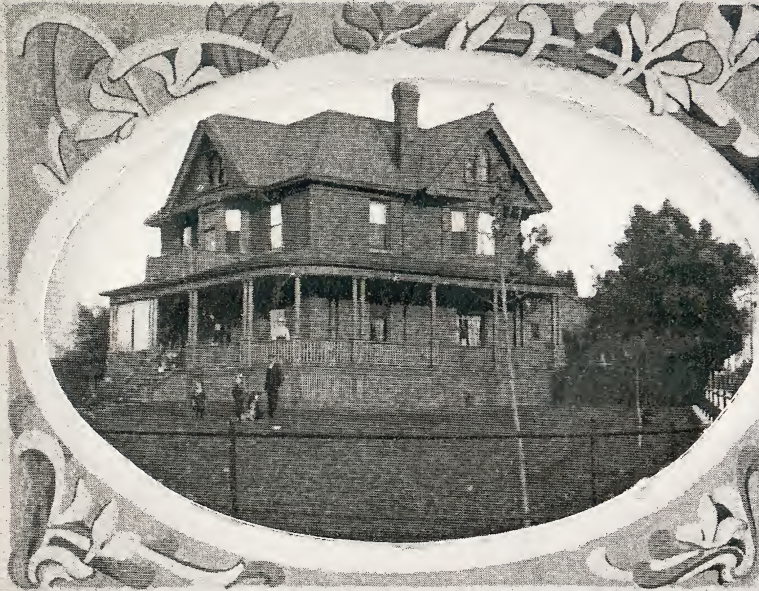


Collingwood Club.

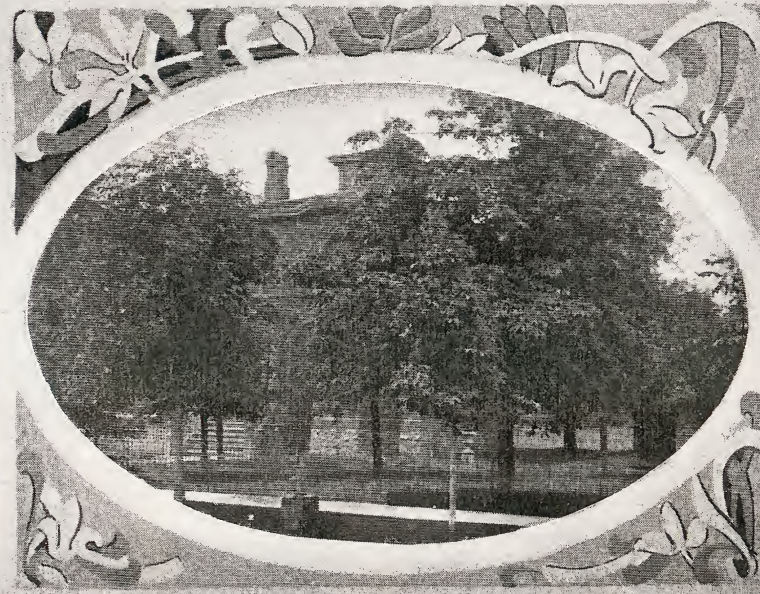


Collingwood Meat Co., Exporters of Cured Bacon.

Residence of W. H. Bryan, Esq.



Residence of Chas. E. Stephens.



Residence of H. Y. Telfer, Esq.

Residence of J. J. Long, Esq.

Collingwood is noted for its substantial, cozy, comfortable and modern styled residences. Our space will admit of only illustrating a very few.

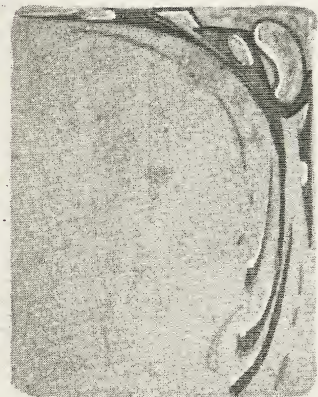
Residence of F. W. Bryan, Esq.



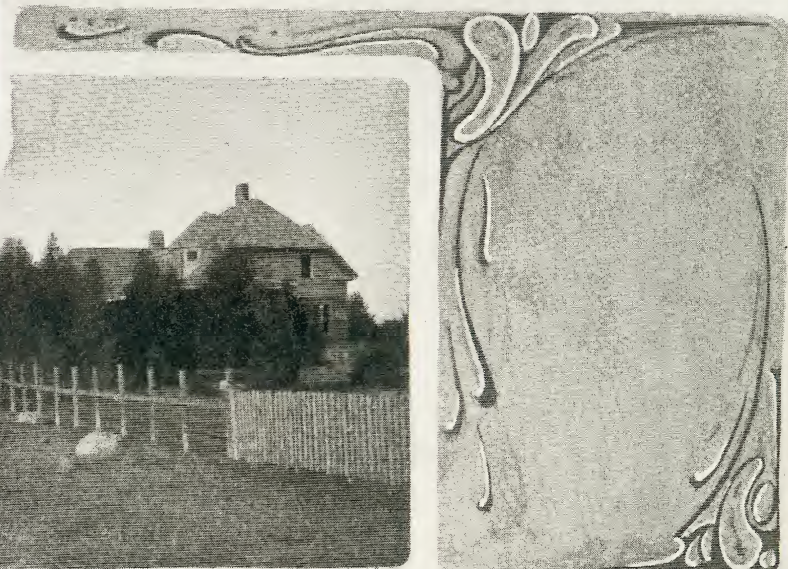
Residence of F. F. Telfer, Esq.

Residence of Dr. A. M. Mc Faul.

Residence of Mrs. Smart.

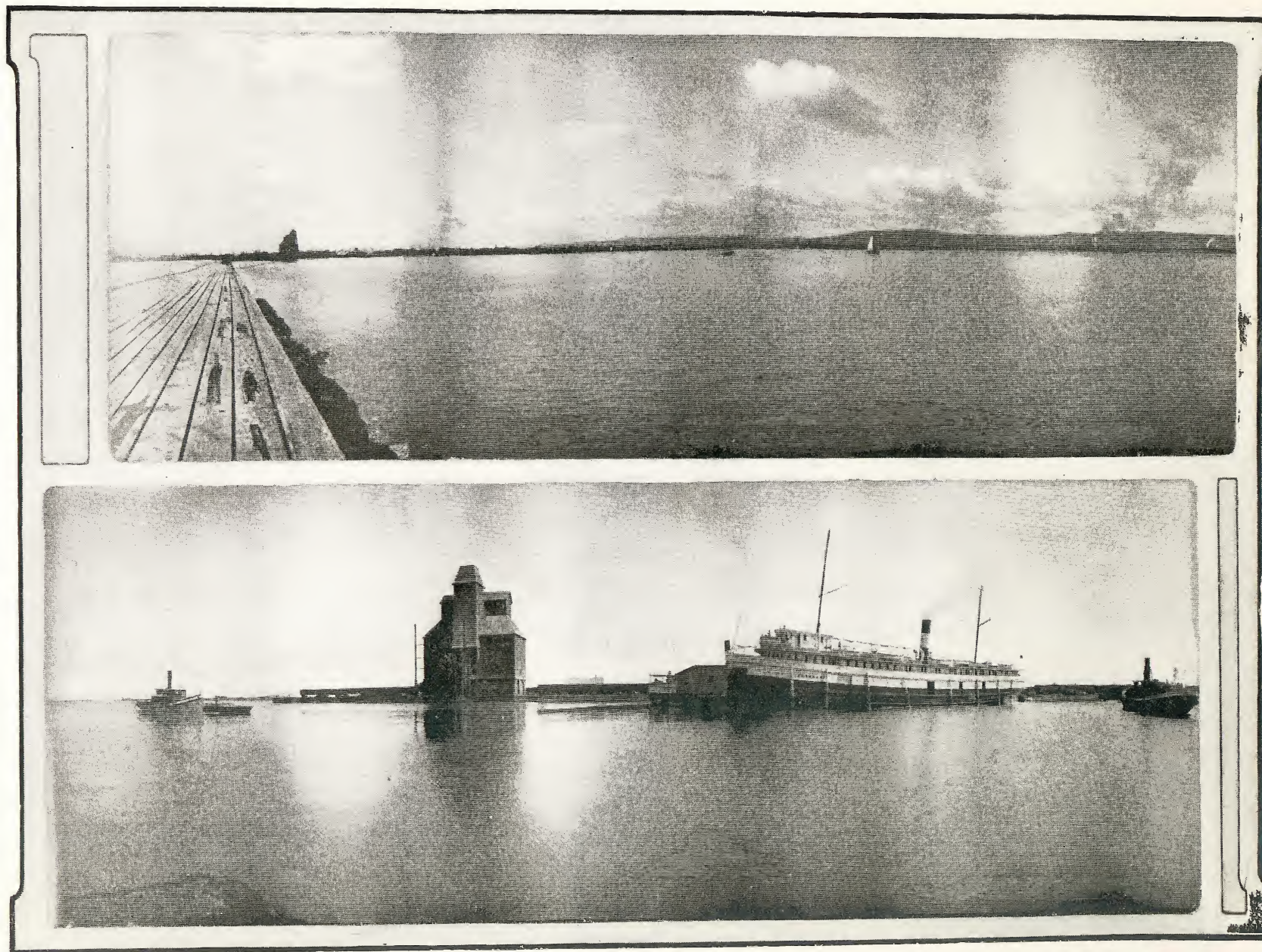


Residence of E. R. Carpenter.



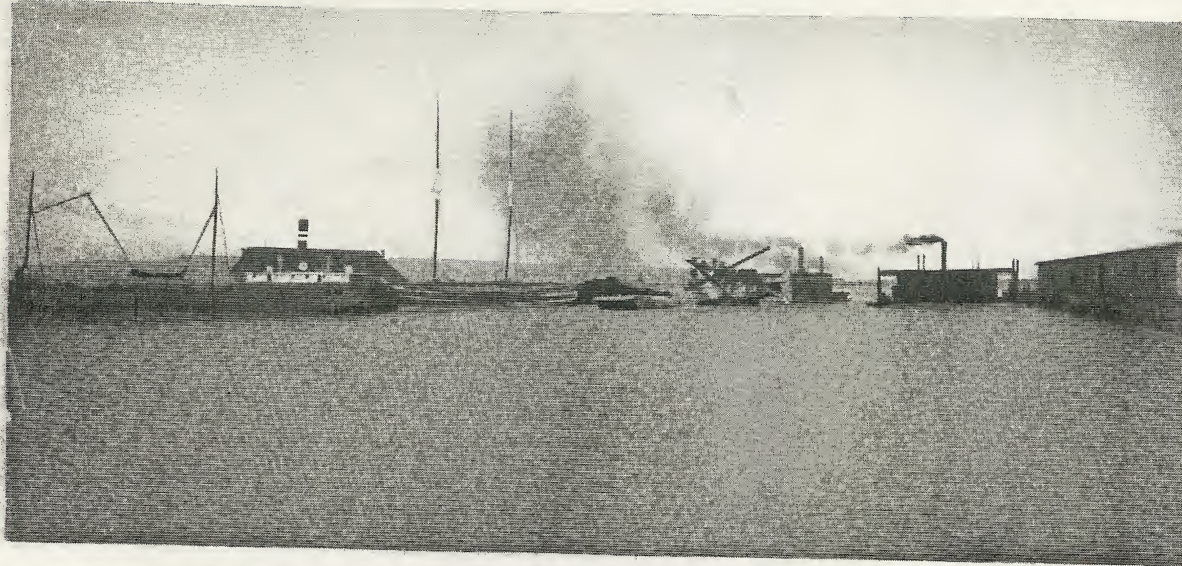
G. M. McLean's New Residence on Niagara Street.

Collingwood Harbor, the Largest and Safest Harbor on the Lakes.



The Inner Harbor Showing Grand Trunk Railway Grain Elevator and Steamer Majestic of the N. N. Co.

Making a 22 foot Channel.

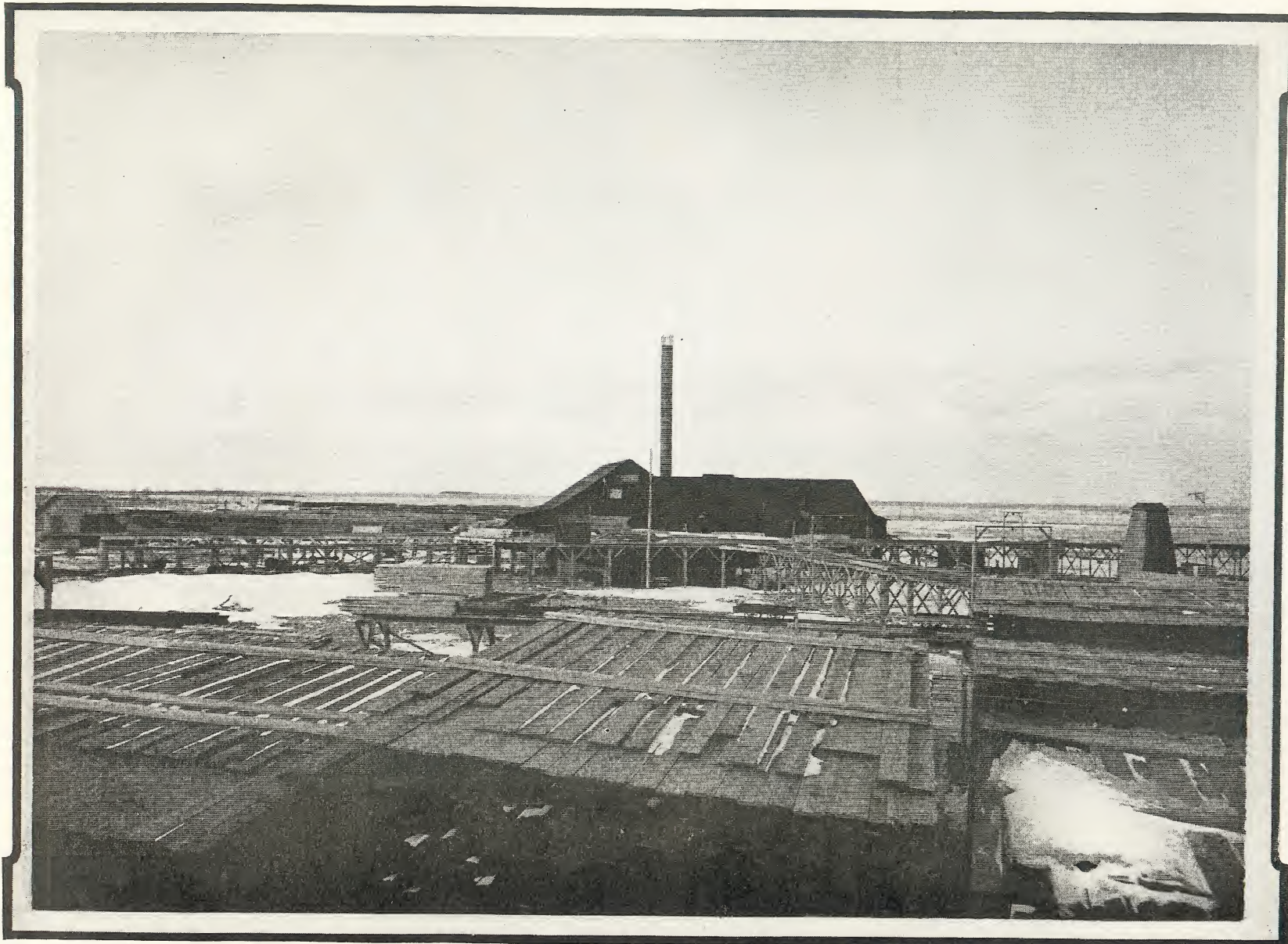


Fitting Out for Opening of Channel.

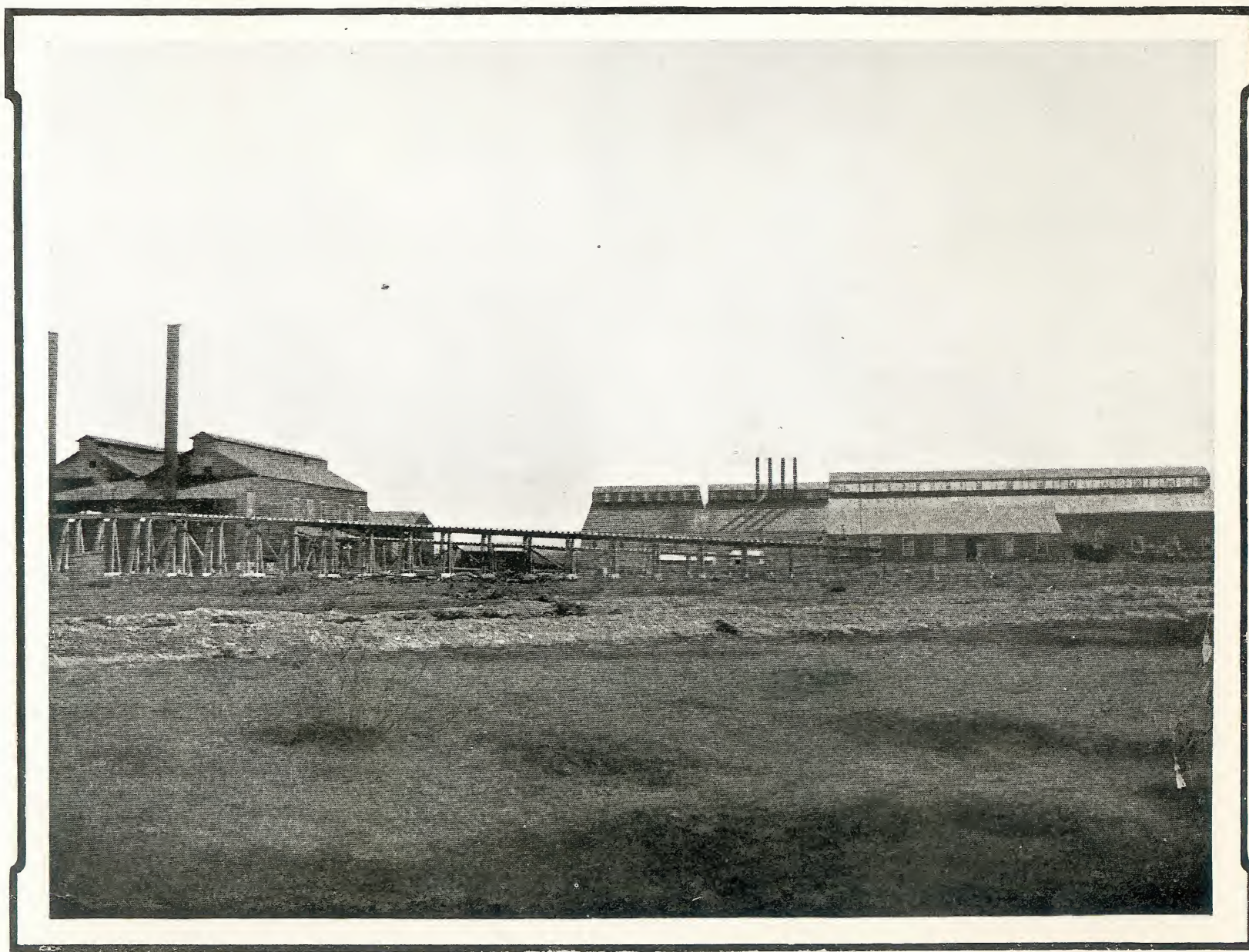
Unloading Coal.



A Modern Sash and Door Factory in Course of Construction for Wilson Bros.



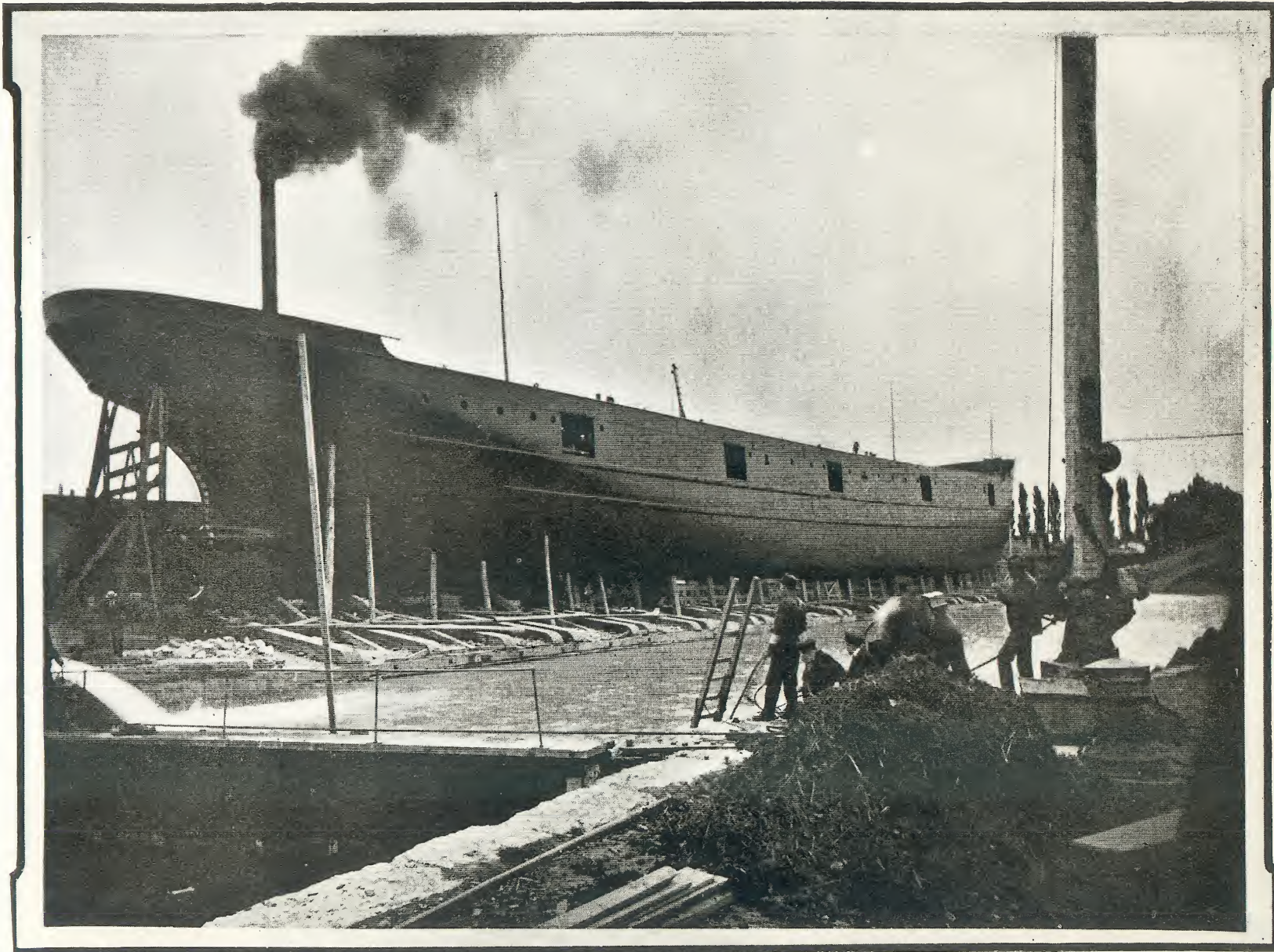
The Charlton Saw Mill Co



Cramp Steel Co., Ltd., Manufacturers of All Kinds of Iron and Steel.



Plant of Collingwood Shipbuilding Co., Ltd.
Showing in course of construction one of the largest dry docks on the lakes, the length being 530 feet.



S. S. Huronic on Stocks, a Few Days Before Being Launched.
Length 325 feet, breadth 43 feet, depth 36 feet 6 inches, tonnage 3,330. Built for Northern Navigation Co., Ltd., by Collingwood Shipbuilding Co., Ltd.

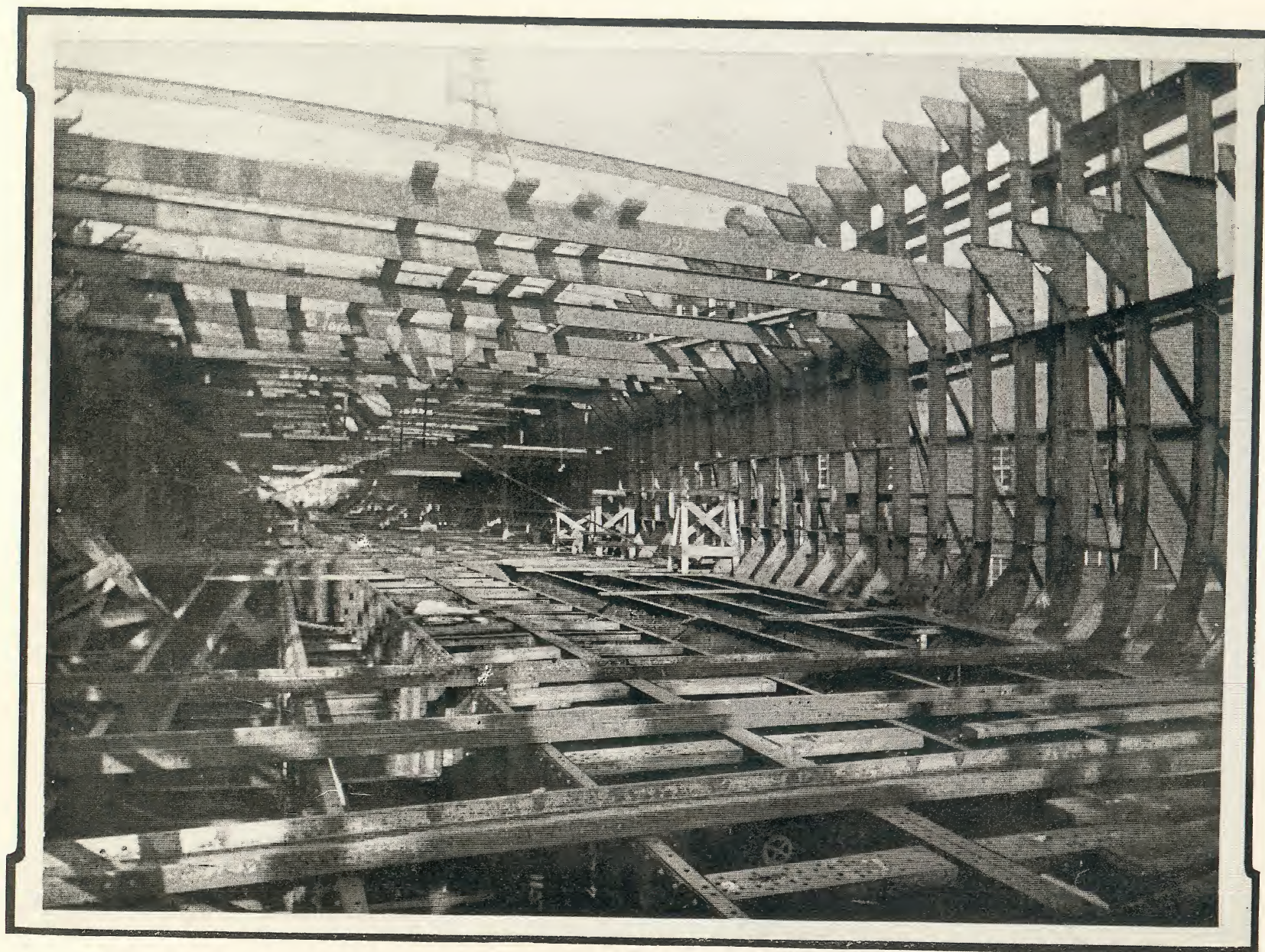


Launching of the W. D. Matthews.

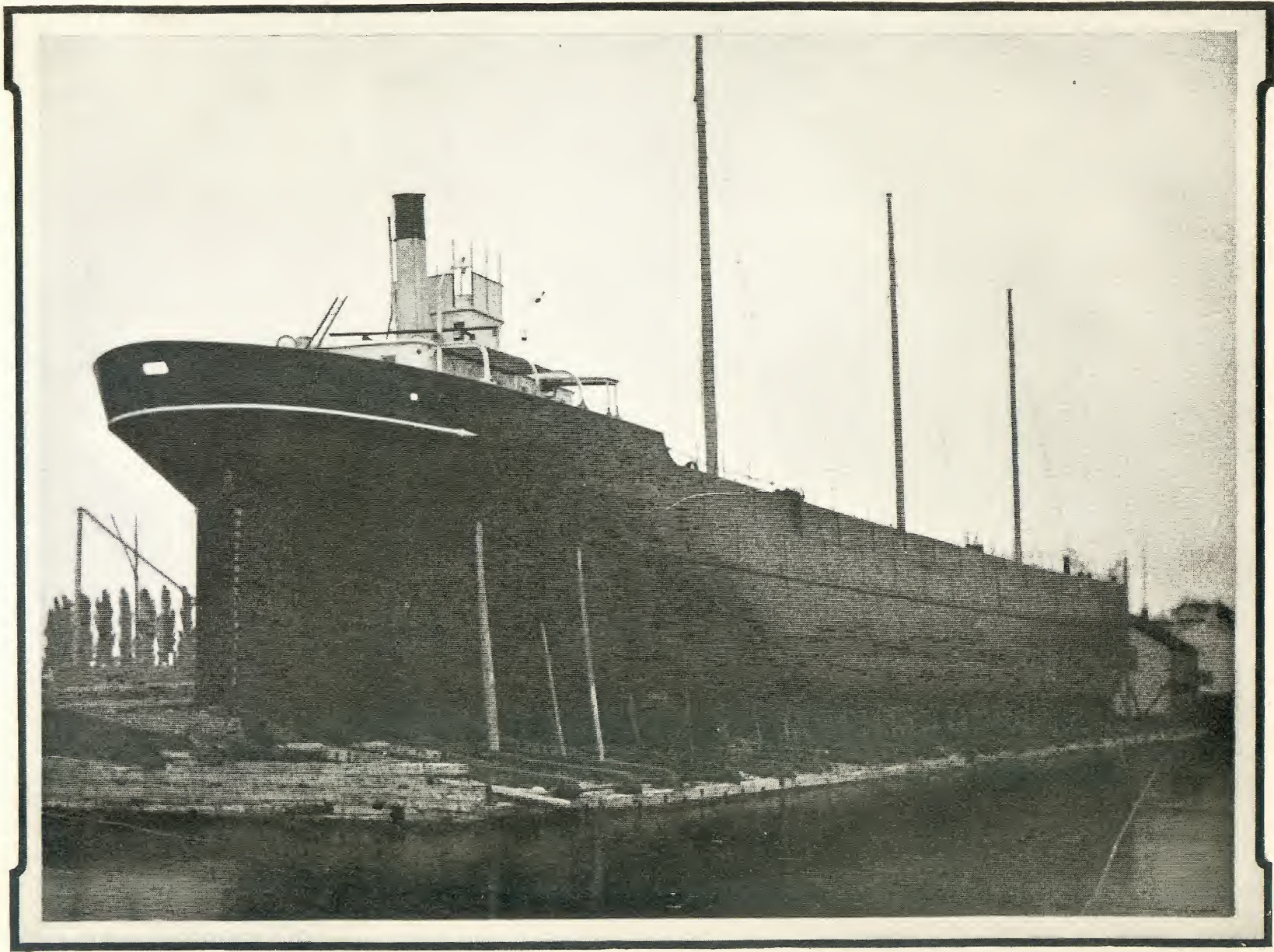
Length, 375 feet; breadth, 48 feet; depth, 28 feet; gross tonnage, 3,959; capacity, 234,383 bushels. Built for St. Lawrence & Chicago Steam Navigation Company, of Toronto, by Collingwood Shipbuilding Company, Ltd.



Steamer Huronic.
The first production of the Collingwood Shipbuilding Co., Ltd.

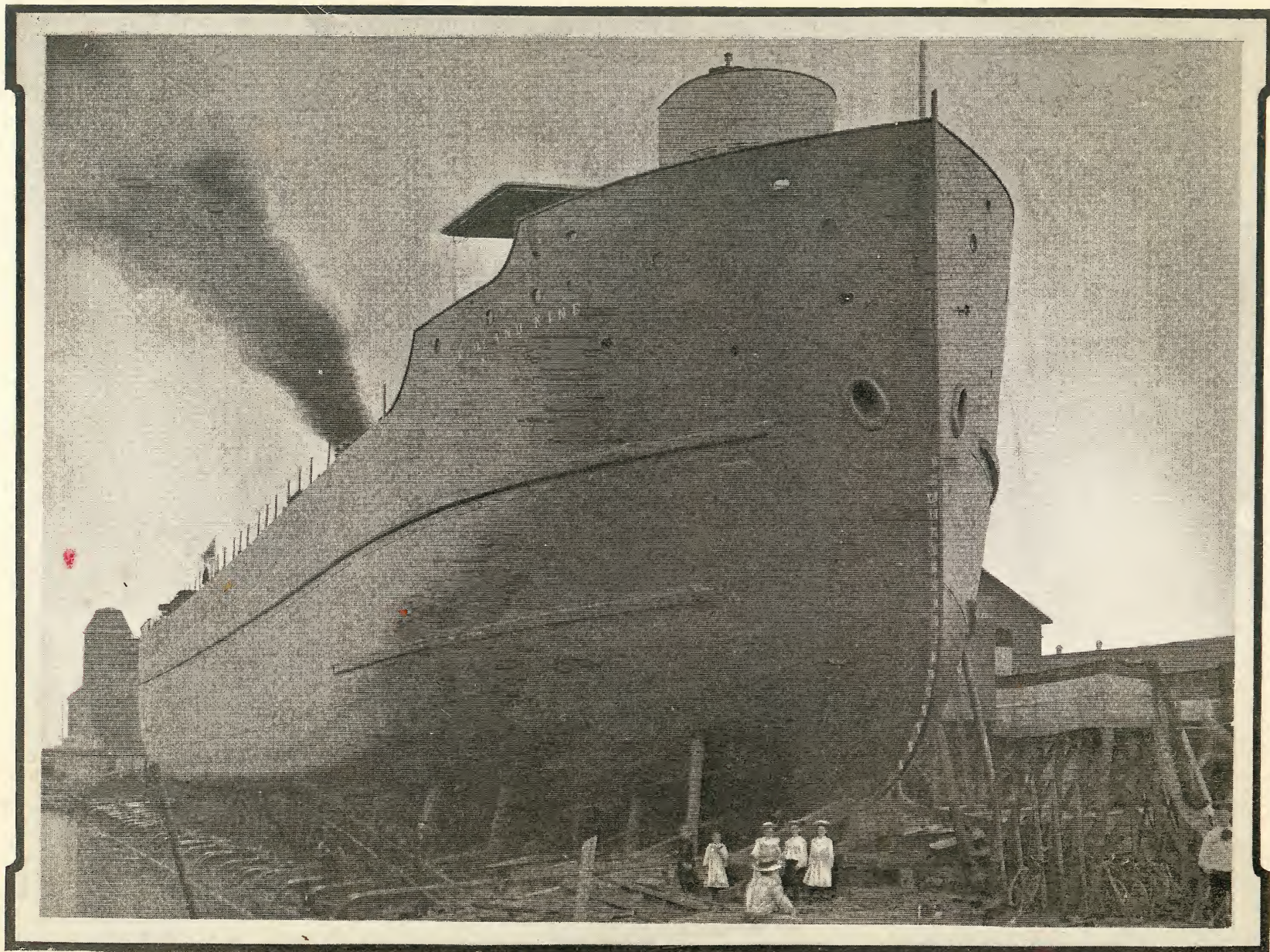


Interior of a Modern Steel Boat in Course of Construction.



Barge Agawa.

Length 390 feet, breadth 46 feet, depth 26 feet, gross tonnage 3517, capacity 210,000 bushels of wheat. Built for Algoma Central Steamship Line, of Sault Ste. Marie by Collingwood Shipbuilding Company.



A Good Idea of the Height of a Modern Steel Freighter—The Midland King.
Length 375 feet, breadth 48 feet, depth 28 feet, gross tonnage 3959 tons, capacity 185,000 bushels of wheat.
Built by Collingwood Shipbuilding Co., Ltd., for Midland Navigation Company, Ltd., of Midland.

